

**Amendments to the Claims:**

This listing of claims will replace all prior listings of claims in the application.

Listing Of Claims:

Claim 1 (**currently amended**): Headlight device for a motor vehicle, ~~the~~  
~~intention of which is to emit at least one type of luminous beam,~~ comprising  
at least one luminous source between 4 and 20 electroluminescent diodes emitting  
visible luminous rays; and

at least one reflecting surface, to reflect luminous rays produced by the ~~luminous~~  
~~source~~ electroluminescent diodes into a luminous beam having areas of range, breadth  
and comfort,

~~wherein the at least one luminous source comprises between 2 and 20~~  
~~electroluminescent diodes emitting visible luminous rays,~~

wherein each electroluminescent diode is oriented in such a way that a totality of  
ray propagation of the diode reaches, on the reflecting surface, a specific area of  
reflection which is dedicated to the diode, each specific area being more specially  
intended to fulfill a particular contribution of range, of breadth, or of comfort in the  
production of the luminous beam, and

wherein at least two of the electroluminescent diodes are used for arranged relative  
to the reflecting surface to provide a range contribution, at least one of the  
electroluminescent diodes is arranged relative to the reflecting surface to provide a

breadth contribution and at least one of the electroluminescent diodes is arranged relative to the reflecting surface to provide a comfort contribution.

Claim 2 (**original**): Headlight device in accordance with claim 1, which emits at least one luminous beam of the same type as those emitted by a dipped headlight, or by a sidelight or by a main-beam headlight, or by a fog light, or corresponding to one of the functions known as AFS, or to a DRL function.

Claims 3-7 (**canceled**).

Claim 8 (**previously presented**): Headlight device according to claim 1, wherein at least one specific area of reflection intended for a contribution of range, is a non-horizontal area of the reflecting surface.

Claims 9-10 (**canceled**).

Claim 11 (**original**): Headlight device according to claim 1, wherein the switching on of at least one element of the electroluminescent diode type can be controlled independently of the switching on of the other elements of the luminous source.

Claim 12 (**previously presented**): Headlight device according to claim 1, wherein the different electroluminescent diodes are grouped together.

Claim 13 (**currently amended**): Headlight device for a motor vehicle, ~~the intention of which is to emit at least one type of luminous beam,~~ comprising  
at least one luminous source; and

at least one reflecting surface[[,]] disposed to receive and to reflect luminous rays produced by the luminous source into a luminous beam,

wherein the at least one luminous source comprises at least three electroluminescent diodes emitting visible luminous rays and associated with reflecting surfaces composed of matrices of mirrors, a first of the electroluminescent diodes being disposed ~~and adapted together with~~ relative to the associated reflecting surface to fulfill a range contribution of the luminous beam, a second of the electroluminescent diodes being disposed ~~and adapted together with~~ relative to the associated reflecting surface to fulfill a breadth contribution of the luminous beam, a third of the electroluminescent diodes being disposed ~~and adapted together with~~ relative to the associated reflecting surface to fulfill a comfort contribution of the luminous beam, and

wherein each electroluminescent diode[[,]] of the headlight device is oriented so that the totality of ray propagation of the diode reaches the specific area of reflection which is dedicated to the diode.

Claim 14 (**previously presented**): Headlight device in accordance with claim 1, wherein each element of the electroluminescent diode type is set up in a section of the reflecting surface which is dedicated to the element, said section comprising one of the specific areas of reflection, the different sections being set up in an adjacent or in a separate manner.

Claim 15 (**original**): Motor vehicle fitted with a headlight device in accordance with claim 1.

Claim 16 (**previously presented**): Headlight device according to claim 1, wherein the number of electroluminescent diodes being understood to be between 4 and 14.

Claim 17 (**previously presented**): Headlight device according to claim 12, wherein the different electroluminescent diodes are in a cylinder shaped arrangement.

Claim 18 (**previously presented**): Headlight device according to claim 1, wherein the different electroluminescent diodes are separate from each other.

Claims 19-20 (**canceled**).

Claim 21. (**currently amended**): Headlight device for a motor vehicle, ~~the intention of which is to emit at least one type of luminous beam having areas of comfort, of breadth and of range,~~ comprising

at least one luminous source configured to emit visible luminous rays; and

at least one reflecting surface disposed to receive and configured to reflect luminous rays produced by the at least one luminous source into a luminous beam having areas of comfort, of breadth, and of range,

wherein the at least one luminous source comprises (i) at least one element of ~~[[the]]~~ an electroluminescent diode type ~~configured disposed relative to the at least one reflecting surface~~ to provide luminous rays for the areas of comfort or of breadth, and (ii) an element of ~~[[the]]~~ a halogen-lamp type or of ~~[[the]]~~ a discharge-lamp type ~~configured disposed relative to the at least one reflecting surface~~ to provide luminous rays for the areas of range, and wherein the element of the electroluminescent diode type

and the element of the halogen-lamp type or of the discharge-lamp type are operated simultaneously to provide the luminous beam.

Claim 22 (**currently amended**). ~~A modular automobile headlight for emitting a~~  
Headlight device according to claim 21, wherein the luminous beam having has at least  
three intensity zones, each of the zones corresponding to a pre-determined distance away  
from the headlight, ~~the headlight comprising~~

~~a plurality of modules, each said module comprising an electroluminescent diode  
and a reflecting surface disposed to receive and reflect luminous rays produced by the  
diode and to contribute to a one of the three intensity zones of the luminous beam,~~

~~wherein said modules are adapted for mechanical assembly into a unit comprising  
the headlight.~~

Claim 23. (**canceled**).

Claim 24. (**currently amended**): ~~The modular automobile headlight of claim 23~~  
Headlight device according to claim 22, wherein the halogen or discharge-lamp  
contributes only to a one of the three intensity zones farthest away from the headlight.

Claim 25. (**currently amended**): ~~The modular automobile headlight of~~ Headlight  
device according to claim 24, wherein the intensity zone of the halogen or discharge-  
lamp is approximately 70 meters away from the headlight.

Claim 26. (**currently amended**): ~~The modular automobile headlight of~~ Headlight device according to claim 24, wherein the intensity zone of the halogen or discharge-lamp is approximately 200 meters away from the headlight.

Claims 27-29. (**canceled**).

Claim 30. (**currently amended**): ~~The modular automobile headlight of~~ Headlight device according to claim 22, wherein the luminous beam emitted by the headlight defines a cutoff line, ~~and wherein at least one of said modules is designed to contribute only to a one of the three intensity zones farthest away from the headlight and comprises~~ a non-horizontal reflecting surface that is not aligned with the cutoff line.

Claim 31. (**canceled**).

Claim 32. (**currently amended**): ~~The modular automobile headlight of~~ Headlight device according to claim 22, wherein the diode is set into the reflecting surface.

Claim 33. (**canceled**).

Claim 34. (**previously presented**): ~~The modular automobile headlight of~~ Headlight device according to claim 22, wherein the three intensity zones comprise a long-range zone approximately 70 meters away from the headlight, a comfort zone approximately 40 meters away from the headlight, and a breadth zone approximately 30 meters away from the headlight.